



THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 216

Produced by the Victorian Control Line Advisory Committee



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PRODUCTION SPECIFICATIONS

**Pease send any submissions for publication by CD/
memory storage device or use Email.**

Contest results should be tab delimited, i.e. use a single tab between each column of results, if submitted by disk or email. This makes formatting much easier on the editor.



COMING EVENTS



VICTORIAN CONTROL LINE CONTEST CALENDAR 2017

DATE	EVENT	CLUB
Jan 26-29	International C/L Champions Cup.	CLAMF
Jan 29	Coreflute Combat Invitation.	KMAC
Feb 26	Hearn's Trophy/Yeoman's Novice Stunt.	KMAC
Mar 11-13	South Australian State Champs,	Monarto
Mar 26	KMAC Carnival.	KMAC
April 14-17	VMAA State Control Line Champs.	CLAMF & KMAC
May 14	Combined Speed , Corflute Combat	CLAMF
May 28	All Aussie and Vintage Combat.	KMAC
Jun 11	Classic FAI , Vintage A, 1/2A Combat	CLAMF
Jun 25	Rat Race Invitation and Club Day.	KMAC
Jul 9	Speed , Classic Stunt, Mini G/Y .	CLAMF
Jul 30	Warbirds and AGM.	KMAC
Aug 13	Carrier, 27 Goodyear, Goodyear .	CLAMF
Sep 10	Combined Speed , Vintage Combat,	CLAMF
Oct 8	Corflute Combat, F2B & Classic Stunt.	CLAMF
Nov 12	Speed , Warbird Stunt, Vintage Combat	CLAMF
Dec 10	Vintage A, Classic B, Classic FAI .	CLAMF

Events will be flown in order of printing. Events in **Bold type** will be flown over hard surface.

CLAMF Frankston Flying Field, Old Wells Rd, Seaford (Melway 97J10), GPS -38.086777,145.148009
10.00am start

Contact :- Secretary, H. Bailey (03) 5941 5978

Email :- clamf@ozemail.com.au

Web site :- <http://clamf.aerospports.net.au/>

KMAC Stud Rd. Knoxfield

(opposite Caribbean Gardens) (Melway 72 K9) 10.00am start

Contact Peter Koch 0413 222 046 or Mark Gordon 0490363973

Email:- knoxmacvic@gmail.com

Web site :- <https://sites.google.com/site/knoxmacv/home>

CLAG has monthly fly-ins at the Moe Race Track every first Sunday of the month.

Contact :-Treasurer. Alan Frost

Email:- afrost2@skymesh.com.au

Phone:- 03 52817350



COMING EVENTS



C.L.A.S. CONTEST CALENDAR 2017

DATE	EVENT	CLUB
Feb 5	F2B Aerobatics.	SAT
Feb 12	Diesel G/Year, Diesel Speed and other racing.	TBA. KMFC
Feb 25-26	HUNTER VALLEY CHAMPIONSHIPS	TBC. MDMAS
Mar 11-13	MASA South Australian State Championships	TBC ***
Mar 12	Classic Stunt.	SSME
Mar 18	Brendan Farrell Day.	KMFC
Mar 18	QUEENSLAND State Championships F2A & F2C	MAAQ Venue TBA ***
Apr 2	F2B Aerobatics.	KMFC
Apr 2	Combined Speed.	SSME
Apr 9	F2B Aerobatics	SSME
Apr 14-17	VMAA Victorian State Championships	KMAC & CLAMF ***
Apr 23	DGY, Diesel Speed and other racing.	TBA. KMFC
Apr 28-May 1	QUEENSLAND State Champs. F2B.	Thunderbirds Club **** Venue at Bracken Ridge.
May 6-7	Veterans' Gathering	TBC. MDMAS
May 20	W.A. State Championships for F2B Aerobatics.	Venue TBA ***
May 21	Vintage Fly In	SAT
	Bring your vintage models to fly and engines for display.	
Jun 4	Diesel G/Y, Diesel Speed and other racing.	TBA KMFC.
Jun 3-5	WA State Championships for F2C, Finals F2D on Sunday, F2A Speed on Monday.	***
Jun 10-12	C/L NATIONALS for F2B, Classic and Vintage Stunt.	CLAS NSW at Whalan Reserve ***
Jun 10-12	NSW State Championships for Combat, Speed and Racing Events.	CLAS NSW at Twin Cities, Albury ***
Jul 2	AGM	KMFC
Jul 9	Combined Speed.	SSME
Jul 23	F2B Aerobatics.	Doonside
Jul 30	F2B Aerobatics	KMFC
Aug 13	Classic Stunt.	SAT
Aug 13	Diesel Goodyear, Diesel Speed and other racing events.	TBA. KMFC
Aug 25-27	Cowra Oily Hand Weekend.	Cowra
Sep 10	Nostalgia T/R Fly-in.	KMFC
Sep 16-17	Rocky Rally	
Sep 16	Qld. State Championships. F2D. MAAQ Venue TBA	Note: Date for F2B is undecided at this stage. ***
Sep 24	F2B Aerobatics.	SSME
Sep 30-Oct 2	NSW C/L State Championships F2B and Vintage and Classic Stunt.	C.L.A.S. Doonside. (Whalan) ***
Sep 30-Oct 2	CLAS NSW C/L National Championships. Speed, Racing and Combat.	C.L.A.S. Twin Cities. Albury ***
Oct 7	Ringmaster Event.	KMFC
Oct 8	Gordon Burford Day.	KMFC
Oct 15	F2B Aerobatics.	SAT
Oct 29	Classic Stunt	Doonside
Nov 19	Classic Stunt flying F2B pattern.	NACA.
Nov 19	Vintage T/R and Diesel Goodyear.	KMFC
Nov 26	Christmas Party and Fun Fly.	KMFC.
Dec 3	F2B Aerobatics.	Doonside

*** = World Champs Qualifying events.

KMFC - (Ku-ring-gai Model Flying Club) - St. Ives Show-ground, Mona Vale Rd, St. Ives.

SAT- (Sydney Aeromodelling Team) - "Duck Pond", Ashford Road, Milperra.

SSME - (Sydney Society of Model Engineers) - Model Park, Luddenham Road, Luddenham.

DOONSIDE- Baseball diamond, Whalan Reserve.

Queensland 2017 Contest Calendar.

Date	Event	Club
Feb 12	Phantoms	
Feb 25-27	Goodyear, 21 Bendix, Classic B.	Ipswich
Mar 18-19	State Champs	
	F2F, F2C, Classic FAI, Open G/Year, Combined Speed	Logan
Mar 26	R. Chernich Memorial Stunt	
Apr 9	War Birds Day & Combat	
Apr 28-30	Qld. F2B State Champs	Thunderbirds Deagon
May 21	Open Day & Combat	
May 27	Brian Burke 500 Lap G/year	Ipswich
Jun 24-25	Qld. State Champs Racing. 2.5 Rat, 21 Bendix, 27 G/Year, Classic B, Vintage A.	T/Birds
Jul 16	Qld. Champs Stand Off Scale	
Jul 30	Einbunpin Festival	
Aug 6	Goodyear, 21 Bendix, Classic FAI.	
Aug 20	Battle of Britain Day Combat	
Sep 16	State Champs Combat	Ipswich
Sep 30	27 Goodyear, Classic B, Vintage A.	
Oct 29	27 Goodyear, Classic B, Vintage A.	
Dec 10	Xmas Party	

Western Australia Contest Calendar

We have settled the dates for our WC 2018 qualifiers to be held in 2017.

I've also listed the events which are run on the same weekend so anyone coming over knows about it.

Sat 20th May – F2B Aerobatics. Contact is :- PHIL TRUEMAN

AUS 4750 – trueman@tpg.com.au

Sat 3rd June – F2F 2 rounds and final. F2C rounds 1,2,3.

Sun 4th June – F2C round 4 and Final. F2D

Mon 5th June – F2A and Combined Speed. Vintage-A Team race.

Contact is:- Trevor Letchford – tletchfo@westnet.com.au



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2017 Qld. F2B State Championship

To be held at

Thunderbirds Aeromodellers

Bracken Ridge Rd. Deagon. Qld.

28th April - 1st May

F2B Expert, Advanced & Novice

Classic & Vintage

Please note that this competition is also included in the F2B

World Championship Team Selection Trials.

Entry forms and Schedule, Contact Pres: Alan Hansen

Email: livefibre@optusnet.com.au



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CLAMF at Frankston Dec 11th 2016.



Classic FAI and Vintage A team race models were in action at the last racing competition of the year at Frankston.

There were six teams entered for Classic FAI. Some people doubled up on team membership to help make up the team numbers. Keith Baddock was on hand for the CD duties and he kept the teams focussed on the day's racing. The engines used on the day were mainly Parra's and Fora's and the Nugent/Ellins team were using a Nelson. Harry Bailey had the crash of the day which resulted in a wrecked model and a two piece Fora.

Wilson/Lacey had a comfortable win in the 200 lap final race finishing one minute in front of Nugent/Ellins.

Vintage A models were next to fly on the concrete circle. Harry Bailey and Ken Hunting elected to use CS Oliver engines whilst Wilson/Baker and Nugent/Stein used R250. Paul had his repaired "Dimpled Dumpling" Ken Hunting had a "Tiger Terror" and both Bailey/Roberts and Wilson/Baker were campaigning "Olympian's". Nugent/Stein were the eventual winners.

Classic B was also on the events list for the day but with only two models ready to race it was difficult to raise enough enthusiasm to move over to the big grass circle and mark out the flying lines so we all took a break from racing and some sports flying took place instead. Andrew Nugent was seen putting a Vintage Combat model through its paces.

As this was the last contest for the year we organised some take away Indian curry and fish & chips and utilised the facilities available at the CLAMF barn. Rebecca brought along an Oreo cake for desert.

Results.

Vintage A Team Race

Pos	Team	Heat 1	Heat 2	Final	Model/Engine
1	Nugent/Stein	03:12.6	DNS	06:48.1	Dimpled Dumpling/R250
2	Wilson/Baker	04:01.1	03:20.9	07:06.5	Olympian/R250
3	Hunting/Ellins	03:52.0	DNS	08:41.1	Tiger Terror/CS Olly
4	Bailey/Roberts	05:47.1	03:59.9		Olympian/CS Olly

Classic FAI Team Race

Pos	Team	Heat 1	Heat 2	Final	Engine
1	Wilson/Lacey	04:25.0	DNS	08:40.1	Parra
2	Nugent/Ellins	04:56.8	04:26.3	09:48.8	Nelson
3	Ellins/Hunting/Stein	04:38.9	04:29.6	10:15.41	Parra
4	Hunting/Nugent	05:18.7	05:12.4		Fora
6	Bailey/Roberts	DNF 78	DNS		Fora

Stein/Nugent with the winning Vintage A model.



Work in progress in the pit area.



Paul sends the Dimpled Dumpling on its way.



Wilson/Lacey took top honours in Classic FAI



Left:
Tony Bonello
with his Fire-
cracker.



Right:
Bruce Hoffman
with another
Firecracker



Left: Line up of some of
the models.

Right: Richard Field with
his new Yatsenko Shark.

Below: Murray Howell
receives the perpetual trophy
for the highest handi-
cap scores over the last 12
months.



The last NSW F2B competition of the year was hosted by the Doonside Club at their Whalan field on Sunday 4th December 2016.

What a great day it was, although rather warm the flying conditions were favourable and a super total of fifteen flyers competed.

The engine room, thanks to the ladies, food, drinks, cakes, tabulating and a shady spot to sit and relax.





Brian Eather with his Humongous.

Right:
Murray Howell
changing the
batteries on his
electric pow-
ered Yatsenko
Shark.



Murray Howell, Geoff Van Kampen, Warren Williams, Reg Towell.



Above:
Murray
Howell
(seen here
with Frank
Battam),
received
another
perpetual
trophy for
this years
highest
score with
no handi-
cap.

Robert Graham with his unknown entry.



Reg Towell with his faithful Mustang.

Two Firecrackers, a great flying
Brian Eather designed model.

Report and pictures from
Warren Williams



International Events.

Because of the lack of any major competitions in Australia during the end of year holiday period I had contemplated making my first trip across the Tasman Sea and attend the NZ Nationals in the North Island. I reckoned that I could fit a couple of team racers and a small speed model in my model box with which I would be able to compete.

When I asked my wife if she fancied a trip to New Zealand she gave her immediate nod of approval. I made a few enquiries about fuel availability and Brian Howser kindly offered to mix some up for me so I went ahead and made our travel bookings.

We landed at Auckland Airport, picked up a rental car and headed south to the hard surface flying site at New Plymouth. The four hour drive was one of the best scenic drives I have ever had and the lush green countryside was certainly a contrast to the Australian landscape. The first competition day at New Plymouth was a complete wash out but that did give us an opportunity to do some sight seeing even though there was poor visibility because of the rain.

The flying sites at both New Plymouth and the grass site at Matamata Airport were great scenic places to have the opportunity to do some flying.

Thanks go to all the New Zealanders for making us feel welcome and for the assistance rendered when my flying activities did not always go according to plan.

As a final note, on our return trip with Air New Zealand my 2 volt lead acid sealed battery for glow plug ignition was confiscated at the airport as Air New Zealand will not allow any batteries on their aircraft. Also to be noted is that the declaration of dangerous goods document has it listed that carriage of "internal combustion engines" is not permitted.

Editor.



TARMAC Control line Nationals at New Plymouth.

New Year's day and the circle had fliers practicing but no urgency. Next day it was raining, the next day is the 3rd Jan and the start of the Nat's and it is still raining hard. The first competition day was a total write off because of the weather.

Jan 4th thanks guys, we managed to fit two days racing on one day, and the weather was OK.

Half A/TR and Fast Goodyear both cancelled due to only having two entries, so that eased the pressure a little and everything was finished and packed up by eight o'clock on the night of the 4th.

Percentage speed had 4 entries. Sadly Harry Bailey our Australian visitor was unable to record a time. The Robinsons, all flying jets were the other competitors. The percentage given is of the record. Andrew's time of 10.34 seconds won the event with 98.5%. Brendan's time of 11.95 seconds was 85.3% and Don with 14.97 was 68.1% of the record.

F2F and Classic FAI was listed as one combined entry event and the flying of this needs to be sorted. We flew it as 2 events.

F2F was won by Andrew and Brendan Robinson with a time of 5:24.02. Graeme Christie and Rod Brown only completed 36 laps.

Classic FAI had 3 entries. 1st place went to Glen Lewis and Rod Brown with the best time of 4:32.10. 2nd place was Graeme Christie and Harry Bailey with 4:46.90 and 3rd to Andrew and Don Robinson with 5:09.74.

Slow Goodyear with 4 entries saw the best time go to Rod Brown and Glen Lewis at 4:04.94. Andrew and Brendan Robinson with 2nd place at 4:09.21 followed closely by Harry Bailey and Graeme Christie with a time of 4:10.03. Heat times only no final.

Class B T/R, Andrew and Don Robinson won with 3:46.19, Harry Bailey and Graeme Christie were having fuel feed problems and could not get a consistent engine run with the Novarossi .21 and could only manage 4:49.13, Glen Lewis and Rod Brown managed 72 laps before withdrawing with problems.

F2C saw a NZ record broken by Glen Lewis and Robert Bolton with a time 3:35.84. Andrew and Don Robinson were 2nd with 3:50.88 followed by Graeme Christie and Rod Brown with 4:12.69.

That concluded the hard surface events and the racing moved on to the Classic T/R events at Waharoa. The guys had mown the circles several times so the surface wasn't too bad.

Classic A Team race.

Don's first heat was close to the 5 minute minimum so he was first into the final which he also won.

There were a few problems on the way through the heats and the final was only a two up race as John Ryan had a damaged model so could not fly but he put his model on the start line and sat in the middle for the race.

Stupid bloody rule.

Classic B. More drama. Steve Hansen had motor problems [big end] with his ETA 29 which Don tried to fix but the problem came back.

Rod Brown had tested a model the night before which I had sold to him. It went well on the night but refused to do much on the day and he never got to the start line.

Bryce and Ash had my model which I thought would be too fast but we managed two almost identical times.

John Ryan was second and I cannot find the times?

Report by Brian Howser.

F2C Team Race

1	G. Lewis/Bolton	3.35.84
2	A. Robinson/B. Robinson	3.50.88
3	G. Christie/R. Brown	4.12.69

Percentage Speed	Rd 1	Rd 2	Rd3	%	Class
1 Andrew Robinson	11.63	10.34		98.5 %	Jet
2 Brendan Robinson	11.95			85.3%	Jet
3 Donald John Robinson	14.97			68.1%	Jet
4 Harry Bailey	Att	Att	Att	0%	Class 1



Classic FAI Team Race + F2F

	Heat 1	Heat 2	
1 G. Lewis/R. Brown	4:32.1	86 laps	(Classic)
2 H. Bailey/G. Christie	4:54.34	4:46.9	(Classic)
3 A. Robinson/D. Robinson	5:09.74	DNS	(Classic)
-			
1 A. Robinson/B. Robinson	4:44.18	5:24.02	(F2F)
2 G. Christie/R. Brown	36 laps		(F2F) (Down line broke and model did 3 loops)

Class B Team Race	Heat 1	Heat 2	Heat 3
1 A. Robinson/D. Robinson	3:55.38	3:57.18	3:46.19
2 H. Bailey/G. Christie	7:00.82	4:49.13	-
3 G. Lewis/R. Brown	72 laps		

Slow Goodyear

	Heat 1	Heat 2
1 G. Lewis/R. Brown	4:04.94	4:15.88
2 A. Robinson/B. Robinson	4:33.34	4:09.21
	4:13.74	4:10.65
3 H. Bailey/G. Christie	4:16.06	4:10.03

Don Robinson
makes some
Classic FAI
adjustments.



F2B Aerobatics

NAME	Round 1	Round 2	Round 3	Best 2	Place
Kim Webby	1,067.5	1,110.3	1,060.5	2,177.8	1
Kevin Barnes	1,067.0	1,083.5	1,085.3	2,168.8	2
Owen Rogers	976.5	1,039.3	749.0	2,015.8	3
Daniel Munro	899.5	929.5	1,000.3	1,929.8	4
Chris Allen	846.8	871.5	910.8	1,782.3	5
Danny Walker	1,050.8	607.8	-	1,658.5	6
Rob Wallace	676.5	872.3	745.8	1,618.0	7
Don Robinson	641.5	803.8	726.8	1,530.5	8

SPORTSMAN AEROBATICS

NAME	Round 1	Round 2	Round 3	Best 2	Place
Dave Ackery	274.0	366.0	338.5	704.5	1
Bryce Rackley	368.0	335.0	318.5	703	2
David Thornley	284.5	300.0	316.5	616.5	3
Marcel Le Grand	299.0	266.0	315.5	614.5	4
Graham Duncan	256.5	270.0	337.0	607	5
Tawhai Webby	144.0	135.0	126.0	279	6



Ron Stone 147.0 - - 147 7

CLASSIC AEROBATICS

NAME	Round 1	Round 2	Round 3	Best 2	Place
Kevin Barnes	280.3	313.0	278.8	593.3	1
John Ryan	295.3	276.8	-	572.0	2
Dan Munro	226.0	162.5	246.0	472.0	3
Dave Ackery	217.0	215.8	-	432.8	4
David Thornley	252.0	140.8		392.8	5
Graham Duncan	233.5	110.0	102.3	343.5	6

Classic A Team Race	Heat 1	Heat 2	Final
1 A. Robinson/D. Robinson	5:03.75	DNS	10:27.89
2 H. Bailey/R. Brown	DQ. Only 1 pit stop	5:50.59	174 laps
3 John ?/Brendon ?	6:15.66	DNS	0 laps
4 Kim ?/Bryce ?	DQ	6:25.15	
5 S. Hanson/Ash ?	90 laps	8:01.59	



The grass circle at Matamata. Classic B Team race in progress.

Pictures by the Editor.



The aerobatics pit area at Matamata airport.



Classic A Team Race.

↑
The winning model in B Class team race.
Don Robinson (pitman)
Chris Allen (timekeeper)



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Warren Williams Mob 0414400098

Email:- beachesbargainkitchens@hotmail.com

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ST/G21/29 P/L ABC new	\$75
ST/G21/29 P/L Steel new	\$75
ST/X40 ABC P/L new	\$75

Wayne Wilson

Email whyzedman@hotmail.com

Hello Speed Flyers

I have decided to sell my second F2A model. I bought this as new two years ago, and although the model shows signs of having been flown previously, I have never flown it. The engine is a new, never used, current model Profi F2A.

The price for model and engine is \$1,900 plus postage. For comparison, a new Profi model plus engine from Technohobby would cost USD 2,300 (AUD 3,100) plus postage.

<http://technohobby.com.ua/online-shop/en/models?page=1>

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Regards

Ron Blombery

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RCATS Lithium Glow Driver



The first commercially available glow plug driver utilizing lithium battery technology to provide a means for power.

This unique unit allows for unrivalled longevity between charges. The unit can last over a year before needing recharging!

It also includes many powerful features that makes starting your engine easy and just as enjoyable as your flying.

Prather's Super Silicone Fuel Line



Available in Small, Medium, and Large, Prather's pink-translucent fuel tube is specifically designed for nitro and water use

(do not use for gasoline).

Fuel Proof

Stays tight on fitting

Won't kink

Won't get hard

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